

# City of Lawrence

## Aviation Advisory Board Meeting

### January 12, 2017 Minutes

MEMBERS PRESENT: Jonathan Becker, Dan Born, Richard Haig, Gary Knudsen,  
Jeff Long and Stan Sneegas  
MEMBERS ABSENT: Cheri Thompson  
STAFF PRESENT: Chuck Soules  
PUBLIC PRESENT: Rick Bryant, (sign-in sheet attached)

#### I. Call to Order:

Richard Haig called the meeting to order at 6:35 PM. Mr. Haig as Chairman and without objection, decided to amend the Agenda and have the discussion with airport tenants before the regular business of the board.

#### II. Discussion of Fence with Airport Tenants:

Richard Haig gave a short history of the initial research and the findings of the FAA of the need for the fence and the initial environmental studies.

Rick Bryant discussed the process of determining the perimeter and routing of the fence and the gates. Members of the public questioned whether there was a need for a fence. The questions were an objection to spending taxpayer's money. The response outlined the priority the FAA gave to the fenced and the 90% funding from the FAA. Rick Bryant described the fence composition, its height and its depth in the ground to prevent burrowing. Mr. Bryant explained where manual gates were being proposed for installation with one automated gate on Bryant Way to T-Hangars. There was repeated emphasis on the difference between wildlife fence and security fence. There was discussion of a Manual gate to terminal apron and another automated gate on west side. Any automated gate besides the one on Bryant Way would have its cost born by the user and none of the FAA money could be used for that fence.

Mr. Bryant discussed the proposed map, the proposed fence line, approx. 10' inside property line and the options that were still undecided. He discussed the proposed modifications of the end of Runway 33. There was a general discussion of area around main terminal. Mr. Bryant pointed out the 5 manual gates around the airport for maintenance. There was a discussion between the west side stakeholders and the merits and projected cost of an additional automated gate on west side and assessment of cost. Mr. Craig opined that in his mind it was still an open question as to whether the fence would be built and his agreement would only be forthcoming if he had unlimited access to his hangar and a credit for the diminution in value to his hangar and repayment for the damage to his plane.

There was considerable discussion of the alternatives proposed at the end of Runway 33. There was also discussion about the height of the proposed fence and the wind load from ice and rain that may result in future repairs. Most of the concerns about the 10' height were satisfied that this was the new FAA standard modification.

Ron Renz questioned how much does the proposed fence encroach upon the approach? FAA says fence can be hazard lighted. We need to know how much we have to move the fence for displacement of approach to Runway 1/19.

Pat Ross farms the ground and he had questions concerning the KU land being disturbed on SE fence. With the fence bisecting certain fields there would be more to mow and less to rent for compensation. Mr. Ross questioned why take out more farm ground? There were also questions regarding the gate on east side at end of Runway 01/19? There was also a question regarding the area northeast of airport – why so far out?

There was a discussion of an automated gate by terminal. The ability to easy access for unloading people, baggage, rental cars makes the airport more attractive for commerce. Further an automated gate on the west side and by the terminal would assist access for fire and emergency vehicles.

There was a question of how and who maintains the automated gate(s)? Chuck Soules said the ongoing maintenance would fall to the city.

There was a question of whether some gates can be changed from manual to automatic with minimal cost? There also was a discussion of how much the gates weighed and was the weight a deterrence to operations. There was a discussion of pedestrian turnstile or swinging gate or a swinging gate with spring or counterweight.

There was also a discussion of moving the proposed fence inside the southern farmland so there was more farmland outside. The answer to this question was that the fence line was drawn that way for there to be land for future development of more hangars.

Rick Bryant concluded with a discussion of the future timeline for development and construction.

Mr. Haig thanked all the participants for their comments and concluded the public discussion of the proposed wildlife fence.

### III. Approval of previous Meeting Minutes:

Stan Sneegas moved and Jeff Long seconded the approval of the amended minutes (5' gate and deletion of 'r' from the word fencer) of the previous meeting of November 16, 2016. The motion passed unanimously.

- IV. ACIP – Five-Year Capital Improvement Plan for FAA:  
Rick Bryant reviewed the ACIP 5 year plan. After his presentation, there was a general discussion of apron repair and its timing, the continued delay of the taxiway extension for 01/19 as a safety concern (but it is a low priority on the FAA). Mr. Bryant also reviewed a proposed ten-year plan.

Jeff Long moved and Stan Sneegas seconded the 5-year ACIP Program and the ten-year Long Range Needs Assessment. There was discussion about moving 2019 to 2020 and vice versa but the change would significantly affect the FAA discretionary funds. After discussion the motion passed unanimously.

- V. FBO Report:  
Lloyd Hetrick announced that David Booth's Falcon 900 needs to be in a hangar when he comes in for games.

- VI. Jeff Long praised Lloyd Hetrick's staff for cleaning the stuff off from the most recent snowstorm and the extra blade the City sent out to speed the cleaning process.

Jeff reported the brush discussions are continuing with Downtown KC.

- VII. Next Meeting Date and Time:  
February 23, 2017 at 6:30 p.m. in the Richardson Lounge

- V. Adjournment:  
There being no further business, the meeting adjourned at 8:42 p.m.

*Next Meeting time is 6:30 p.m. on Thursday, February 23, 2017, in the Richardson Memorial Pilots' Lounge at the Lawrence Municipal Airport Terminal Building.*

## Please Sign In

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